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6. (NEW) A method of operating a traveling power takeoff shaft having a clutch connection with a drive motor, wherein one of a wheel and a vehicle speed is known and the traveling power takeoff shaft, via a motor speed of rotation, can be electronically matched in ratio with a wheel velocity, whereby, upon attainment of one of a higher and a lower threshold value of the drive motor, shifting will occur to a next higher, i.e., the next lower, power take-off stage.

7. (NEW) The method according to claim 6 wherein, when starting must be from zero speed, a difference can be compensated of a speed of rotation at said zero speed and a lower threshold speed of rotation of the motor, by a strong clutch-slippage of the traveling power take-off shaft.

8. (NEW) The method according to claim 6 wherein, in a case of self-driven trailers, with a knowledge of slip, by means of an evaluation by an electronic system, an optimal speed of rotation ratio between a tractor and a trailer can be achieved.

9. (NEW) The method according to claim 6, wherein the ratio of vehicle speed to the traveling power take-off shaft speed of rotation can be adjusted to current demand by manual intervention during travel.

10. (NEW) A method of operating a traveling power takeoff shaft connected by a clutch to a drive motor, the method comprising the steps of:

sensing one of a wheel rotational speed and a vehicle speed;

electronically matching, by adjusting a motor speed rotation, rotation of the traveling power takeoff shaft to one of the wheel rotational speed and the vehicle speed; and

shifting to a next lower power take off stage when one of a next higher and lower threshold value of the drive motor is achieved.

11. (NEW) The method according to claim 10 further comprising the step of compensating for a difference in the speed of rotation of the drive motor between a zero speed of rotation and the lower threshold speed of rotation when, starting from the zero speed, by allowing clutch slippage of the traveling power take off shaft.

12. (NEW) The method according to claim 10 further comprising the step of achieving an optimal speed of rotation ratio between a tractor and a trailer by evaluation by an electronic system, with a knowledge of slip, in a case of self-driven trailers.

13. (NEW) The method according to claim 10, further comprising the step of adjusting the ratio of vehicle speed to the traveling power take-off shaft speed of rotation to current demand by manual intervention during travel.